

| Project Name | Project Description | Project Purpose* |
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| <u>Phase I Projects</u> | | |
| Bird/Lang RTC Projects | These RTC projects utilize available capacity of large sewers to provide flow control measures during wet weather events through the use of gates which allow continuous dry weather underflow. The Bird RTC Project is located on Bird Avenue between Parkdale Avenue and Hoyt Street. The Lang RTC Project is located on Lang Avenue between Courtland Avenue and Hagen Street. | The Lang RTC project is designed to have a storage volume of 0.84 MG, thereby reducing discharges through SPP 340 to CSO 053. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the 1993 Modified Typical Year (TY) to 4 activations. The Bird RTC project is designed to provide 1.01 MG of storage volume, thereby reducing discharges through SPP 013 to CSO 004. Together with other LTCP projects, this project is projected reduce CSO 004 discharges to the Black Rock Canal based on the TY to 3 activations. |
| <u>Foundation Projects</u> | | |
| Foundation 1 - Smith Street Storage | Engineering for this project have progressed to the 90% stage. At this time this project has been separated into two contracts, one will consist of installation of collection sewers for street receiver flows on Leddy Street, South Park Avenue, Owahn Place, Prenatt Street, Bolton Place, St. Stephen's Place, and Buffalo River Place in order to discharge these storm flows downstream of regulators combined the Optimization projects for SPP 217 and SPP 318. The second contract consists of an in-line storage project which is designed to detain wet weather flows along the western side of Smith Street between the I-190 and the I-190 off ramp within the Smith Street Drain for discharge to the South Interceptor thereby diverting combined sewer flows from CSO 026. | The Smith Street in-line storage and partial sewer separation projects are designed to divert and detain the equivalent of a storage volume of 0.5 MG, thereby reducing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |
| Foundation 2 - SPP Optimization (20 projects) | Project consists of multiple smaller projects that will overlap in engineering and construction. SEE DETAILS FOLLOWING FOR SPECIFIC PROJECTS | In general, these projects will reduce discharges to the CSOs by detaining flows within the BSA's system through the modification of existing control structures. |

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| <i>SPP 180 Optimization</i> | This project consisted of raising of the weir associated with SPP 180 by 2.0' along its entire length. SPP 180 is located on Delaware Avenue at the intersection with West Delavan. | The SPP 180 Optimization project was designed to increase the capacity of the CSS at SPP 180 thereby decreasing CSO 006 discharges. Together with other LTCP projects, this project is projected to reduce CSO 006 discharges to the Black Rock Canal based on the TY to 4 activations. |
| <i>SPP 331 Optimization</i> | SPP331 is located at the intersection of Elmwood Avenue and West Delavan Avenue. Preliminary plans were for the diversion of flows from this point through a new sewer to Bird Avenue along the centerline of Elmwood Avenue. This would have required major disruption of a very high traffic commercial area and was deemed impractical. Plans have currently been developed to instead divert flows through a predominantly residential area, however further analysis has revealed an opportunity to divert the same flow that was to have been diverted through this project through a system of localized weir modifications rather than extensive pipe installation. | The SPP 331 Optimization project is designed to increase the underflow capacity at SPP 331 thereby decreasing CSO 006 discharges. Together with other LTCP projects, this project is projected to reduce CSO 006 discharges to the Black Rock Canal based on the TY to 4 activations. |
| <i>SPP 036 Optimization</i> | This project consisted of the reconstruction of 35' of 30" sewer associated with SPP 036 to reverse the slope. It was located on Church Street between the off and on ramps of the Skyway (State Route 5). | The SPP 036 Optimization project was designed to increase the underflow capacity at SPP 036 thereby decreasing CSO 015 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 015 to 0 activations. |
| <i>SPP 217 Optimization</i> | In association with the Smith Street partial sewer separation project, this project will consist of the removal of two bottom orifice plates totaling 1.42' in height, increasing the orifice size and conveyance capacity of the Emslie Street Sewer. SPP 217 is located on Emslie Street at its intersection with Eagle Street. | The SPP 217 Optimization project is designed to increase the underflow capacity at SPP 217 thereby decreasing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |

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| <i>SPP 318 Optimization</i> | In association with the Smith Street partial sewer separation project, this project will consist of the removal of an orifice plate, increasing the orifice size and conveyance capacity of the Clinton Avenue Sewer. SPP 318 is located east of the intersection of Fillmore Avenue and Clinton Street. | The SPP 318 Optimization project is designed to increase the underflow capacity at SPP 318 thereby decreasing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |
| <i>SPP 097A Optimization</i> | This project consists of abandoning an inactive combined sewer, converting another to a storm sewer and abandoning the underflow connection. SPP 097A is located at the intersection of the extension of Prenatt and Orlando Streets. | The SPP 097A Optimization project is designed to eliminate SPP 097A thereby decreasing CSO 026 discharges. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |
| <i>SPP 122 Optimization</i> | This project consisted of raising of the weir associated with SPP 122 by 0.5' along its entire length. SPP 122 is located on South Legion Drive just north of the intersection with Meriden Street. | The SPP 122 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 122 thereby decreasing CSO 037 discharges. Together with other LTCP projects, this project is projected to reduce CSO 037 discharges to the Buffalo River based on the TY to 3 activations. |
| <i>SPP 163 Optimization</i> | The SPP 163 Weir Optimization project consists of replacing the existing weir with a new weir 0.75' higher. It is located to the East of the intersection of Fillmore Avenue and Northland on Northland Avenue. | The SPP 163 Optimization project is designed to increase the flow volume conveyed by the CSS at SPP 163 thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>SPP 165 Optimization</i> | This project consisted of raising of the weir associated with SPP 165 by 0.5' along its entire length. SPP 165 is located on Fillmore Avenue just north of the intersection with East Delavan Street. | The SPP 165 Optimization project was designed to increase the capacity of the CSS at SPP 165 thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>SPP 165A Optimization</i> | The weir associated with SPP 165A located at the intersections of Fillmore and Kensington Avenues. | The SPP 165A Optimization project was designed to increase the capacity of the CSS at SPP 165A by raising the weir by 0.75' and upsizing 675' of 15" pipe to 18" pipe to reduce CSOs in association with CSO 053. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |

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| <i>SPP 178 Optimization</i> | This project consisted of raising of the weir associated with SPP 178 by 0.5' along its entire length. SPP 178 is located on Masten Avenue just north of the intersection with Northland Avenue. | The SPP 178 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 178 thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>SPP 335B Optimization</i> | This project consisted of raising of the weir associated with SPP 335B by 1.0' along its entire length. SPP 335B is located on Hager Street just south of the intersection with Florida Street. | The SPP 335B Optimization project was designed to increase the flow volume conveyed by CSS at SPP 335B thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>SPP 336A Optimization</i> | This project will be constructed in association with the SPP 331 optimization. The project will consist of removing a sluice gate and orifice plate and modifying the existing structure. SPP 336A is located on Humboldt Parkway North of the Scajaquada Drain. | The SPP 336A Optimization project is designed to increase the underflow capacity of the CSS at SPP 336A thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>SPP 341A Optimization</i> | SPP 341A is located on Genesee Street east of Kerns Avenue. | The SPP 341A Optimization project would increase the flow volume conveyed by the CSS at SPP 341A thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. Field conditions may require modification to this planned optimization. |
| <i>SPP 342B Optimization</i> | This project consisted of raising of the weir associated with SPP 342B by 1.0' along its entire length. SPP 342B is located on Sprenger Avenue adjacent to Schiller Park. | The SPP 342B Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 342B thereby decreasing CSO 053 discharges. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>SPP 001 Optimization</i> | The weir associated with SPP 001 located at the discharge of Cornelius Creek into the Niagara River and tributary to CSO 055 has been raised 1.0' to reduce CSOs. | The SPP 001 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 001 thereby decreasing CSO 055 discharges. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations. |

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| <i>SPP 183 Optimization</i> | This project consisted of raising of the weir associated with SPP 183 by 2.0' along its entire length. SPP 183 is located at the intersection of Bradley Avenue and Dewitt Street. | The SPP 183 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 183 thereby decreasing CSO 059 discharges. Together with other LTCP projects, this project is projected to reduce CSO 059 discharges to Scajaquada Creek based on the TY to 0 activations. |
| <i>SPP 283 Optimization</i> | SPP 283 is located in the median between the I-190 South ramp to Porter Avenue and a service road near the West Side Rowing Club. This project consisted of removing an orifice plate which restricted flows from entering the Swan Trunk and the installation of a new 1.0' tall weir to restrict flows from discharging through CSO 063. | The SPP 283 Optimization project was designed to increase the underflow capacity of the CSS at SPP 283 thereby decreasing CSO 063 discharges. Together with other LTCP projects, this project is projected to reduce CSO 063 discharges to the Niagara River based on the TY to 4 activations. |
| <i>SPP 211 Optimization</i> | This project consisted of constructing a weir to an elevation above the overflow raised pipe invert at SPP 211. SPP 211 is located at the South East corner of the intersection of Clinton and South Ogden Streets. | The SPP 211 Optimization project was designed to increase the flow volume conveyed by the CSS at SPP 211 thereby decreasing CSO 066 discharges. Together with other LTCP projects, this project is projected to reduce CSO 066 discharges to the Buffalo River based on the TY to 4 activations. |
| Foundation 3 - Remaining RTC (14 sites) | These RTC projects propose to utilize available capacity in the CSS to provide flow control measures during wet weather events through the use of active controls. | In general, these projects are designed to reduce discharges to the CSOs through the detention of flows within the BSA's CSS system. |
| <i>Hertel Northwest In-Line Storage</i> | This RTC project is proposed to utilize available capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is within the northern of the two large combined sewers which are located under Hertel Avenue. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations. |
| <i>Hertel South In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is within the southern of the two large combined sewers which are located under Hertel Avenue. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations. |

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| <i>Hertel Northeast In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. This project will be located within the northern of the two large combined sewers which are located under Hertel Avenue. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 055 discharges to the Niagara River based on the TY to 9 activations. |
| <i>Bird East In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. This project will be located to the east of the above mentioned Bird RTC project along the same Bird Avenue sewer. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 004 discharges to the Black Rock Canal based on the TY to 3 activations. |
| <i>East Ferry In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along the Ferry Street sewer upstream of its leaping weir overflow to the Scajaquada Drain north of Florida Street. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>Colorado In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along the Colorado Avenue sewer which runs underneath the manufacturing facility located at 333 Ganson Street. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>North Bailey In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along Bailey Avenue north of Scajaquada Street. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |

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| <i>South Bailey In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is along Bailey Avenue north of Scajaquada Street and south of the afore mentioned North Bailey In-Line Storage project. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>Roslyn In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is near Roslyn Street on Lang Avenue. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>Kay In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. The proposed project location is Kay Street north of the Kensington Expressway. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>Amherst Quarry Off-Line Storage</i> | This RTC project proposes to utilize available capacity in the CSS capacity within the inactive Amherst Quarry to provide flow control measures during wet weather events, once downstream capacity is available, flows will then be pumped back into the system. The Amherst Quarry is located in an area bounded by Parkridge Avenue, East Amherst Street, and Hewitt Avenue. | This RTC project is proposed to utilize available capacity of the quarry to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 053 discharges to Scajaquada Creek based on the TY to 4 activations. |
| <i>Fillmore North In-Line Storage</i> | This RTC project is proposed to utilize available capacity in the CSS capacity of a large sewer to provide flow control measures during wet weather events while allowing continuous dry weather underflow. This project will be located on Fillmore Avenue. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |

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| <i>Gibson CSO Line Storage</i> | This project is proposed to utilize the available capacity of the CSO pipe downstream of the SPP, but before the discharge point or outfall. It would be designed to convey water to prevent surface flooding and overflows through upstream SPPs. Once the storm event has subsided, it would be designed to dewater back into the combined system. The dewatering rate would be controlled so that it would not cause overflows downstream from the control structure. The proposed project location is on Gibson Street. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |
| <i>Montgomery CSO Line Storage</i> | This project is proposed to utilize the available capacity of the CSO pipe downstream of the SPP, but before the discharge point or outfall. It would be designed to convey water to prevent surface flooding and overflows through upstream SPPs. Once the storm event has subsided, it would be designed to dewater back into the combined system. The dewatering rate would be controlled so that it would not cause overflows downstream from the control structure. The proposed project location is along the railroad right-of-way near Montgomery Street. | This RTC project is proposed to utilize available capacity within the collection system to detain flows until downstream capacity becomes available. Together with other LTCP projects, this project is projected to reduce CSO 026 discharges to the Buffalo River based on the TY to 3 activations. |
| Foundation 4 - Hamburg Drain Optimizations | This project will entail several in-system optimizations, e.g. raising of weirs, lengthening of weirs, rerouting of flows, etc. to reduce the overflow events at a number of upstream SPPs in order to control flows through CSOs 017, 022, and 064. These optimizations would be located within the Hamburg Basin. | These optimization projects are proposed to increase the flow volume conveyed by the CSS upstream of the SPPs thereby decreasing CSO 017, 022, and 064 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Buffalo River through CSO 017 to 4 activations, CSO 022 to 5 activations, and CSO 064 to 3 activations. |
| Foundation 4 - Hamburg Drain Storage | Together with the Hamburg Drain Optimizations, this project would be designed to provide the equivalent of 5 MG of offline storage. This facility would be located within the Hamburg Basin. | This storage project is proposed to provide off-line storage thereby decreasing CSO 017, 022, and 064 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Buffalo River through CSO 017 to 4 activations, CSO 022 to 5 activations, and CSO 064 to 3 activations. |

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| <u>Green Infrastructure Projects</u> | | |
| Green 1 - Pilot Projects – 267-acres of GI control SEE DETAILS FOLLOWING FOR SPECIFIC PROJECTS | Projects consist of multiple green infrastructure projects that will overlap in engineering and construction. | In general, this phase is designed to control stormwater flow from 267 acres of impervious area in the various sewer sheds within the targeted areas. |
| <i>2001-2013 Demolitions</i> | This project consists of the demolition of vacant houses thereby replacing impervious with pervious surface. | This project is designed to control stormwater flow from 354 total acres of impervious area. |
| <i>2014-2018 Demolitions</i> | This project consists of the demolition of vacant houses thereby replacing impervious with pervious surface. In addition, the BSA is piloting alterations to the City of Buffalo's demolition specifications to allow for the use of modified rain gardens to increase onsite infiltration. | This project is designed to control stormwater flow from 50 total acres of impervious area. |
| <i>PUSH Blue Projects</i> | PUSH-Buffalo will install rain gardens, porous pavement and a green roof and distribute rain barrels within the CSO 012 sewer shed. | This project is designed to control stormwater flow from 1 acre of impervious area. |
| <i>Carlton Street Porous Asphalt</i> | This project consists of the installation of pervious pavement to retain stormwater from the area tributary to the Right-of-Way on Carlton Street between Michigan and Jefferson Avenues in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 1 acre of impervious area. |
| <i>Fillmore Avenue Porous Parking Lots and Green Lots</i> | This project consists of the installation of porous pavement parking lots and modified rain gardens to retain stormwater from the area tributary to the Right-of-Way of Fillmore Avenue in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 0.4 total acres of impervious area. |

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| <i>Ohio Street</i> | This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way on Ohio Street in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 6.1 total acres of impervious area. |
| <i>Kenmore Avenue</i> | This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way on Kenmore Avenue in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 5.17 total acres of impervious area. |
| <i>Genesee Gateway Project</i> | This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way on Genesee Street in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 2.8 total acres of impervious area. |
| <i>Allen Street</i> | This project will consist of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way for the portion of Allen Street between Main Street and Elmwood Avenue in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 2.5 total acres of impervious area. |
| <i>Niagara Street</i> | This project consists of the installation of green infrastructure to retain stormwater from the area tributary to the Right-of-Way for the length of Niagara Street in the City of Buffalo as part of the City's streetscape project. | This project is designed to control stormwater flow from 50 total acres of impervious area. |
| Green 2 – 410 acres of GI Control | These projects will consist of multiple green infrastructure projects that will overlap in engineering and construction. Details will be provided in the Phase 2 Green Infrastructure Master Plan. | In general, these projects would be designed to retain stormwater flow from 410 acres of impervious area in the various sewer sheds in the targeted areas. |
| Green 3 – 375 acres of GI Control | These projects will consist of multiple green infrastructure projects that will overlap in engineering and construction. Details will be provided in the Phase 2 Green Infrastructure Master Plan. | In general, these projects would be designed to retain stormwater flow from 375 acres of impervious area in the various sewer sheds in the targeted areas. |

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| Green 4 – 263 acres of GI Control | These projects will consist of multiple green infrastructure projects that will overlap in engineering and construction. Details will be provided in the Phase 2 Green Infrastructure Master Plan. | In general, these projects would be designed to retain stormwater flow from 263 acres of impervious area in the various sewer sheds in the targeted areas. |
| <u>WWTP</u> | | |
| WWTP Improvement Project Alternative C2 | The proposed project is expected to rehabilitate the existing primary clarifiers by adding high rate disinfection and additional secondary clarifiers at the Bird Island WWTP. | This project would be designed to provide treatment of wet weather flows and increased secondary treatment capacity. |
| <u>Gray Projects</u> | | |
| CSOs 014/15 – Erie Basin In-line storage and optimization | | |
| <i>SPPs 206A&B</i> | A new 113,000 gallon in-line storage facility was constructed in association with SPPs 206A&B to reduce CSOs at CSO 014. This site is located at Trenton Road/ Village Court north east of Fourth Street. | This project was designed to provide in-line storage thereby decreasing CSO 014 discharges through SPPs 206A&B. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 014 to 2 activations. |
| <i>SPP 035</i> | A new 50,000 gallon in-line storage facility was constructed between the Genesee Trunk and Swan Trunk sewers to create additional storage capacity in association with SPP 035 (CSO 015). This project is located to the north west of the intersection of South Elmwood Avenue and West Genesee Street. | This project was designed to provide in-line storage thereby decreasing CSO 015 discharges through SPP 35. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 015 to 0 activations. |
| <i>SPP 036</i> | This project consisted of the reconstruction of 35' of 30" sewer associated with SPP 036 to reverse the slope. This site is located on Church Street between the off and on ramps of the Skyway bridge (State Route 5). | This sewer reconstruction project was designed to increase the underflow capacity of the CSS thereby decreasing CSO 015 discharges. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Erie Basin through CSO 015 to 0 activations. |

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| CSO 013 – Satellite storage, conveyance, FM & PS | CSO 013 is located at the extension of Virginia Street into the Black Rock Canal, the structure is tentatively planned to be built between the last SPP structure and the Canal. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | This storage project would provide off-line storage thereby decreasing CSO 013 discharges. Preliminary design is for a 0.3 MG offline storage facility. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Black Rock Canal through CSO 013 to 4 activations. |
| North Relief – Interceptor | This project will consist of a deep tunnel relief sewer to run in the vicinity of Niagara Street between Bird Avenue and Albany Street with an additional line connecting the tunnel to the WWTP influent siphon. Preliminary design is for 5,310' of 96" pipe and 571' of 120" pipe. | The purpose of this project is to reduce discharges through CSOs 004, 011, and 012, by creating a new relief sewer thereby creating offline storage capacity capacity in the CSS. Together with other LTCP projects, this project is projected based on the TY to reduce discharges to the Black Rock Canal through CSO 004 to 3 activations, CSO 011 to 4 activation, and CSO 012 to 2 activations. |
| CSOs 010, 008/010, 061, 004 – Underflow capacity upsizing | This project will consist of upsizing of underflow piping to maximize flow to the interceptors. This project is tentatively proposed for between Breckenridge Street and Brace Street along the I-190 with an extension along Brace Street across Niagara Street. | This underflow capacity upsizing project would increase the capacity of the CSS thereby decreasing CSO 010, 008, 061 and 004 discharges. Together with other LTCP projects, this project is projected based on the 1993 Modified Typical Year to reduce discharges to the Black Rock Canal through CSO 004 to 3 activations, CSO 010 to 1 activations, CSO 008 to 0 activations, and CSO 061 to 4 activations. |
| SPP 337 (CSO 053) – Satellite storage, conveyance, FM & PS | SPP 337 is located at Colorado Street North of Scajaquada Street. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 53 to the Scajaquada Creek. Preliminary design is for a 0.7 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to Scajaquada Creek based on the TY to 4 activations. |
| SPP 336A&B (CSO 053) – Satellite storage, conveyance, FM & PS | SPP 336A&B are located on Humboldt Parkway on each side of the Scajaquada Drain. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 53 to the Scajaquada Creek. Preliminary design is for a 4.2 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to Scajaquada Creek based on the TY to 4 activations. |

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| Jefferson Avenue & Florida Street (CSO 053) – Satellite storage, conveyance and FM | The proposed location for this facility is in the vicinity of the intersection of Jefferson Avenue and Florida Street. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 53 to the Scajaquada Creek. Preliminary design is for a 2.6 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to Scajaquada Creek based on the TY to 4 activations. |
| CSO 055 – Satellite storage, conveyance, FM & PS | For CSO 055, the proposed storage facility would be located upstream of the regulator, near Military Road. At this location, an offline facility would be constructed and flows above 26 MGD (instantaneous peak) would be diverted from the South Hertel Trunk sewer into the storage facility. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 55 to the Niagara River. Preliminary design is for a 7.5 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to the Niagara River through CSO 55 based on the TY to 9 activations. |
| CSOs 028/044/047 – Satellite storage, conveyance, FM & PS | The proposed location for this facility is underneath the Tops parking lot between South Park Avenue and the Buffalo River. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 28 to the Buffalo River and through CSOs 047 and 044 to Cazenovia Creek. Preliminary design is for a 2.3 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges based on the TY to 6 activations through CSO 028, 2 activations through CSO 044 and 3 activations through CSO 047. |
| CSO 052 – Satellite storage, conveyance, FM & PS | The proposed location for this facility is in the vicinity of South Ogden Street between Mineral Springs Road and Cazenovia Creek. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 52 to the Buffalo River. Preliminary design is for a 0.6 MG offline storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to the Buffalo River through CSO 052 based on the TY to 3 activations. |

| Project Name | Project Description | Project Purpose* |
|--|---|---|
| CSO 064 – Satellite storage, conveyance, FM & PS | The proposed location for this facility is in the vicinity of the confluence of Ohio, Louisiana and Saint Claire Streets. The proposed satellite storage facility would consist of a covered, concrete, underground tank. | The purpose of this project is to reduce discharges through CSO 064 to the Buffalo River. Preliminary design is for a 0.1 MG off-line storage facility. Together with other LTCP projects, this project is projected reduce CSO discharges to the Buffalo River through CSO 064 based on the TY to 3 activations. |

***Note:** Black Rock Canal Performance Criterion is 4 Activations in the Typical Year
Buffalo River Performance Criterion is 6 Activations in the Typical Year
Cazenovia Creek - B Performance Criterion is 4 Activations in the Typical Year
Cazenovia Creek - C Performance Criterion is 6 Activations in the Typical Year
Erie Basin Performance Criterion is 2 Activations in the Typical Year
Niagara River Performance Criterion is 9 Activations in the Typical Year
Scajaquada Creek - Performance Criterion is 4 Activations in the Typical Year